Transport volume: 11.1 million tons (+18.6%)
- Import: 6.2 million tons (+25.4%)
- Export: 1.7 million tons (+5.5%)
- Transit: 2.7 million tons (+10.6%)
- Domestic: 0.5 million tons (+38.6%)

Transport performance: 11.5 billion tkm (+19.4%)
- Within Austria: 2.4 billion tkm (+18.6%)
- Outside Austria: 9.1 billion tkm (+19.7%)

Water transport at Austrian ports and transport sites: 8.8 million tons (+22.2%)
- Ores and metal waste: 3.5 million tons (+27.1%)
- Petroleum products: 2.3 million tons (+16.0%)
- Fertilizers: 0.8 million tons (+40.5%)
- Metal products: 0.6 million tons (+19.0%)
- Agricultural and forestry products: 0.5 million tons (+50.6%)
- Other goods: 1.1 million tons (+11.0%)

Vehicle units locked through at Austrian Danube locks: 99,267 units* (+3.5%)
- Freight transport: 67,114 units (+4.5%)
- Passenger transport: 32,153 units (+1.3%)

Passenger transport (incl. estimation): 1.0 million passengers
- Liner services: 680,000 passengers
- River cruises: 245,000 passengers
- Non-scheduled services: 115,000 passengers

Accidents:
- 20 traffic accidents with damage
  - Personal injuries: 0 dead, 2 slightly injured
  - Damage to property: 9 vessel-vessel, 2 grounding incidents, 9 incidents with damage to bank and facilities

Availability of the waterway: 361 days
- 15-year average: 359 days

Key data on Danube navigation 2010
Changes from 2009 are given as percentages in brackets

Transport volume
- Import: 6.8 million tons (+20.5%)
- Export: 1.7 million tons (+6.2%)
- Transit: 2.7 million tons (+8.4%)

Transport performance
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Source: Statistics Austria; Supreme Navigation Authority at the Federal Ministry for Transport, Innovation and Technology; Federal Office of Transport; diverse companies active in passenger transport
The Austrian section of the Danube

### Projects and Activities

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- **Waterway**: 28–29
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- Transport intensity: 13–14
- Locked-through vessel units: 14–15
- Mode split: 15–16

### Fairway Conditions

- Navigation surveillance: via donau office/field office
- Low navigable water level: LNWL
- Highest navigable water level: HNWL

- **The Austrian section of the Danube**: 22–23

<table>
<thead>
<tr>
<th>Location</th>
<th>Milepost</th>
<th>LNWL (cm)</th>
<th>HNWL (cm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vienna</td>
<td>0.000</td>
<td>177</td>
<td>576</td>
</tr>
<tr>
<td>Wallsee</td>
<td>2.096</td>
<td>173</td>
<td>576</td>
</tr>
<tr>
<td>Melk</td>
<td>2.038</td>
<td>177</td>
<td>576</td>
</tr>
<tr>
<td>Aschach</td>
<td>2.163</td>
<td>177</td>
<td>576</td>
</tr>
<tr>
<td>Kachlet</td>
<td>2.231</td>
<td>177</td>
<td>576</td>
</tr>
<tr>
<td>Abwinden</td>
<td>2.120</td>
<td>177</td>
<td>576</td>
</tr>
<tr>
<td>Ottensheim</td>
<td>2.147</td>
<td>177</td>
<td>576</td>
</tr>
<tr>
<td>Kienstock</td>
<td>2.015</td>
<td>177</td>
<td>576</td>
</tr>
</tbody>
</table>

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The content of the document is a map showing the navigation and fairway conditions along the Danube in Austria, with various locations marked and their respective water levels indicated.
OPENING UP NEW HORIZONS
A STRATEGY FOR THE DANUBE REGION

via donau – Österreichische Wasserstraßen-Gesellschaft mbH considers it an important task to provide political and economic decision-makers, as well as interested members of the general public, with current data on the Danube waterway. The fourth of its kind, this annual report is intended to present a comprehensive overview of the Danube waterway and its function as a major transport route. Naturally, it also refers to topics such as the environment and safety, themes that are inextricably linked with Danube navigation.

For Danube waterway transport, 2010 was clearly marked by two highlights: first of all, inland navigation embarked on the road to economic recovery and secondly, a European Strategy for the Danube region was set out, based on an Action Plan that consists of concrete measures for the areas of transport, energy, environment and the respective socio-economic framework conditions. In cooperation with the Austrian Federal Ministry for Transport, Innovation and Technology (bmvi), via donau made a major contribution to the Action Plan. Furthermore, it has been assigned the role of coordinator for the field of Danube navigation together with the romanian Ministry of Transport. Once fully implemented, the Action Plan’s various measures are designed to enhance the attractiveness of Danube navigation thus providing Austria’s industry and commerce with a more efficient and environmentally friendly mode of transport to South-East Europe.

DORIS BURES
Federal Minister for Transport, Innovation and Technology

HANS-PETER HASENBICHLER
Managing Director of via donau

THINGS ARE GETTING BETTER
DANUBE NAVIGATION OVERCOMES CRISIS

Danube navigation is an environmentally friendly mode of transport, which is promoted by my Ministry along with railway transport. After the global economic crisis sent transport volumes on the Danube plummeting in 2009 by nearly 17% in comparison to the previous year, 2010 witnessed a clear upswing, with more than 11 million tons of goods being transported again on the Austrian stretch of the Danube. This marked an increase of nearly 19%, reaching almost exactly the same level as in 2008.

This annual report is intended to provide you with an overview of facts, figures and initiatives in the field of Danube navigation. It also illustrates the enormous economic relevance of the environmentally friendly transport mode of inland navigation for Austria as a business location. Together with via donau my ministry is therefore working towards further enhancing the utilisation of the Danube as a transport route in an environmentally compatible way.

DORIS BURES
Federal Minister for Transport, Innovation and Technology
The upswing in cargo transport on the Austrian section of the Danube, which began in the second half of 2009, continued in 2010. In almost all goods segments, transport volumes increased in comparison to 2009, nearly reaching the level of 2008: In 2010, a total of 11.1 million tons of goods were carried on the Austrian Danube, which is equivalent to an increase of 18.6% or 1.7 million tons more than in the crisis year 2009. This result falls short by only 1.4% or 156,631 tons compared to the figures for 2008.

Consequently, transport performance on the Danube within Austria increased by 18.6% to 2.4 billion ton-kilometres over 2009 and the overall transport performance by 19.4% to 11.5 billion ton-kilometres. The number of loaded journeys undertaken on the Austrian section of the Danube rose by 7.5% to 10,391.

In the import sector, the transport volume amounted to 6.2 million tons, showing an increase of 25.4% or 1,254,578 tons compared to 2009. About 76% of the imported goods entered Austria from the east. Close to 58% of this increase was due to the intensified import of ores by the voestalpine in Linz. Furthermore, the import of petroleum products, agricultural and forestry products, fertilisers and building materials increased between 100,000 and 200,000 tons in comparison to the reference year of 2009.

In the export sector, 1.7 million tons of goods were transported by inland vessels, which is equivalent to an increase of 5.5% or 86,418 tons more than in 2009. In this transport segment, 50% of the goods crossed the eastern border and 50% crossed the western border of the Austrian territory. The volume of transit transport rose by 10.6% or 262,104 tons to 2.7 million tons. In transit, 84% of the goods were carried upstream, 16% downstream. The transport volume reported for transit traffic constitutes an extrapolated figure since Statistics Austria uses an estimation model to compensate for the existing under coverage of transit transport.

Finally, domestic traffic on the Austrian section of the Danube waterway increased by 38.6% or 127,169 tons to 456,632 tons.

The shares of the individual transport segments in total waterway freight transport in 2010 are specified below (changes in comparison to 2009 are indicated as percentages in brackets): 56.1% import (+3.1%), 24.7% transit (-1.8%), 15.1% export (-1.9%) and 4.1% domestic traffic (+0.6%).

<table>
<thead>
<tr>
<th>Year</th>
<th>Import</th>
<th>Export</th>
<th>Transit</th>
<th>Domestic</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>6,199,870</td>
<td>1,667,805</td>
<td>2,727,772</td>
<td>456,632</td>
<td>11,052,080</td>
</tr>
<tr>
<td>2009</td>
<td>4,945,292</td>
<td>1,581,387</td>
<td>2,465,698</td>
<td>329,463</td>
<td>9,321,810</td>
</tr>
<tr>
<td>2008</td>
<td>7,730,631</td>
<td>2,165,354</td>
<td>2,809,538</td>
<td>562,238</td>
<td>11,208,711</td>
</tr>
<tr>
<td>2007</td>
<td>6,264,069</td>
<td>1,547,234</td>
<td>3,323,081</td>
<td>972,156</td>
<td>12,106,540</td>
</tr>
<tr>
<td>2006</td>
<td>4,813,237</td>
<td>1,440,795</td>
<td>3,453,555</td>
<td>1,136,577</td>
<td>10,844,164</td>
</tr>
</tbody>
</table>

*) Due to a lack of statutory resources, there are no complete records for transit data for the years 2004 and 2005. Since June 2005 figures have been extrapolated by Statistics Austria.

Source: Statistics Austria; chart and table created by via danau.
After the crisis-related economic downturn in 2009, waterborne cargo transhipment on the Danube has witnessed a favourable development. In 2010, the Austrian Danube ports and transhipment sites succeeded in recovering nearly all of the losses of the previous year. Overall, in 2010, close to 8.8 million tons of goods were handled by the ports and transhipment sites on the Austrian Danube. This is equivalent to an increase of 22.2% or 1.6 million tons more than in 2009. While in 2010 all Danube ports and transhipment sites recorded a clear increase compared to the previous year, they did not fully reach the level of 2008.

With 3.9 million tons of goods and a share of 45% in the total water transhipment volume of all Danube ports and transhipment sites, the private port of voestalpine in Linz remained the most important Austrian Danube port for the water-side handling of goods. Compared to 2009, this represents an increase of 21.9% or 705,454 tons.

Two ports recorded exceptional figures in 2010: The ports of Linz AG registered a water transhipment volume of close to 1.3 million tons (+37.1% or 339,265 tons), while the port of Enns-Ennsdorf reported 666,951 tons (+25.4% or 134,927 tons). In 2010, these ports even managed to surpass their balance for 2008.

With an increase of 11.6% or 117,994 tons over 2009, the port of Vienna managed to achieve an overall water transhipment volume of more than 1.1 million tons. At the port of Krems, 350,218 tons of goods (+91,197 tons) were handled on the water-side, which amounts to an increase of 32.5% over 2009.

The other Austrian ports and transhipment sites (including Aschach, the heavy cargo port of Linz, Mauthausen, Wallsee, Ardagger, Ybbs, Pöchlarn, Pischelsdorf and Korneuburg) were able to continue the positive trend of 2008 and recorded an increase of 16.7% or 206,497 tons, making a total of more than 1.4 million tons of goods in 2010. Due to data protection legislation, the water transhipment volumes of these ports and transhipment sites cannot be presented in more detail.

In addition to the 45% share of the port of voestalpine Linz in the total water transhipment volume recorded by the Austrian Danube ports and transhipment sites, the quantitative shares accounted for by the other ports and transhipment sites are as follows: 16% others, 14% Linz AG, 13% Hafen Wien, 8% Enns-Ennsdorf and 4% Krems.
On the whole, many NST/r commodity groups showed considerable growth in 2010, compensating for nearly all of the losses incurred in the crisis year of 2009. The group of agricultural and forestry products, for which an increase in volumes was already registered in 2009, recorded an increase of 12.7% or 201,300 tons in 2010, equalling close to 1.8 million tons. Thus, this commodity group alone accounted for more than 16% of the total volume of goods carried on the Austrian section of the Danube. The commodity accounting for the major part of these transport operations was grain from Hungary, which was transported through Austria to the west, with a share of close to 32% or more than 3.5 million tons, the NST/r group of ores and metal waste once again accounted for the largest cargo volume transported on the Austrian Danube in 2010. These products not only showed an increase in transport volumes of 27.3% or 750,770 tons in comparison to 2009, but also 7% more ores and metal waste than in 2008. Significant increases in terms of percentages in the total amount of goods carried were recorded for the commodity groups chemical products (+146.8% or +63,987 tons), crude and manufactured minerals (+47.2% or +151,576 tons) as well as fertilisers (+40.4% or +308,097 tons). With more than 1.6 million tons of goods, these commodities taken together accounted for about 15% of the entire transport volume transported on the Austrian Danube in 2010.

Metal products also saw substantial growth with 200,521 tons of goods more being carried on the Austrian Danube than in 2009, which is equivalent to an increase of 26.4% to 960,036 tons. Due to an increase of 12.8% or 244,379 tons to 2.2 million tons in 2010, petroleum products almost reached their 2008 level, which amounted to 2.3 million tons. With close to 21%, this commodity group showed the second-largest share in the overall transport volume on the Austrian section of the Danube with only ores and metal waste turning in a better performance. Compared to 2009, the volume of the commodity group of machinery, vehicles and other articles increased by 2.9% or 8,673 tons to 305,873 tons in 2010, but remained below the level of 2008. This NST/r group also includes container and roll-on-roll-off cargo of which about 2,500 TEU – mainly empty containers – were transhipped water-side at public Danube ports. Despite this positive trend, two NST/r commodity groups suffered declines in comparison to 2009. While foodstuffs and animal fodder showed a decrease of only 8.1% or 42,151 tons, the volume of solid fuels declined by 42.0% or 156,882 tons to 216,567 tons.

### TRANSPORT VOLUME BY COMMODITY GROUPS

<table>
<thead>
<tr>
<th>Classification of commodities by NST/R*</th>
<th>Domestic</th>
<th>Import</th>
<th>Export</th>
<th>Transit</th>
<th>Total 2010</th>
<th>Change over 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 Agricultural and forestry products</td>
<td>8,257</td>
<td>347,989</td>
<td>110,427</td>
<td>1,318,631</td>
<td>1,785,305</td>
<td>+12.7%</td>
</tr>
<tr>
<td>1 Foodstuffs and animal fodder</td>
<td>-</td>
<td>340,394</td>
<td>30,291</td>
<td>101,498</td>
<td>478,083</td>
<td>-8.1%</td>
</tr>
<tr>
<td>2 Solid fuels</td>
<td>-</td>
<td>149,049</td>
<td>-</td>
<td>67,518</td>
<td>216,567</td>
<td>-42.0%</td>
</tr>
<tr>
<td>3 Petroleum products</td>
<td>333,724</td>
<td>1,154,131</td>
<td>449,884</td>
<td>215,590</td>
<td>2,153,288</td>
<td>+12.8%</td>
</tr>
<tr>
<td>4 Ores and metal waste</td>
<td>3,457,119</td>
<td>36,904</td>
<td>8,536</td>
<td>3,952,526</td>
<td>+27.3%</td>
<td></td>
</tr>
<tr>
<td>5 Metal products</td>
<td>51,230</td>
<td>213,630</td>
<td>300,931</td>
<td>349,245</td>
<td>960,036</td>
<td>+26.4%</td>
</tr>
<tr>
<td>6 Crude and manufactured minerals,</td>
<td>58,478</td>
<td>204,660</td>
<td>108,389</td>
<td>81,143</td>
<td>472,690</td>
<td>+47.2%</td>
</tr>
<tr>
<td>building materials</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Fertilisers</td>
<td>2,497</td>
<td>214,012</td>
<td>600,437</td>
<td>253,186</td>
<td>1,070,133</td>
<td>+40.4%</td>
</tr>
<tr>
<td>8 Chemical products</td>
<td>2,066</td>
<td>72,761</td>
<td>9,217</td>
<td>235,532</td>
<td>107,576</td>
<td>+146.8%</td>
</tr>
<tr>
<td>9 Machinery, vehicles, other articles</td>
<td>381</td>
<td>20,203</td>
<td>21,366</td>
<td>263,923</td>
<td>305,873</td>
<td>+2.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>456,632</td>
<td>6,199,868</td>
<td>1,667,806</td>
<td>2,682,772</td>
<td>11,052,080</td>
<td>+18.6%</td>
</tr>
</tbody>
</table>

* NST/R = Standard Goods Classification for Transport Statistics/revised

**Source:** Statistics Austria, table and chart created by via donau

**Transport volume by commodity groups on the Austrian Danube 2010**

**Ores and metal waste take the lead; fertilisers show strong increase**

**Transport volume by commodity groups**

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<td></td>
<td></td>
<td></td>
<td>600,437</td>
<td>+40.4%</td>
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</tr>
</tbody>
</table>
As in the two previous years, in 2010 a total of more than one million passengers were carried by passenger vessels on the Austrian Danube. The majority was accounted for by the approximately 680,000 passengers travelling on liner services (+1.4% over 2009). Cabin vessels carried about 245,000 cruise passengers (+8.9%) and approximately 115,000 people were transported on non-scheduled services such as theme, special and charter trips (-8.0%).

In 2010, a total of 112 different cabin vessels with a capacity of 17,500 passenger places operated on the Austrian section of the Danube – a decrease of 3.5%, or four vessels, compared to 2009. On the one hand five newly built cabin vessels were put into service, while on the other hand nine vessels shifted their operating routes to western European waterways. Although the number of passenger cabin vessels declined, the total number of kilometres travelled increased. From a total of 3,319 journeys (+3.4% over 2009) some 245,000 cruise passengers were transported in 2010. When making a long-term comparison with 2002, this figure indicates an increase in passenger numbers of an impressive 106%. Being the most important place of departure and arrival for river cruises, the Bavarian Danube port of Passau recorded 1,742 landings by 111 cabin vessels and 220,000 handled passengers (+6.5% over 2009).

In 2010, liner services on the Austrian Danube were operated by a total of 27 vessels with a capacity of 8,900 passenger places. DDSG Blue Danube reported 206,000 passengers (+2.5% over 2009) travelling on its liner services in the Wachau region and in Vienna. The two Twin City passenger transport liners carried 125,725 passengers (-3.4%) on the route between Vienna and Bratislava. Donau-Touristik transported 50,805 passengers on its liner services (+19.5%). Departing from Tulln, 3,002 passengers travelled on the MS Stadt Wien. The Slovakian and Hungarian hydrofoils, operating on the routes Bratislava-Vienna-Bratislava and Budapest-Vienna-Budapest, recorded 41,253 passengers (+0.8%). Finally, the Bavarian operator Wurm + Köck carried a total of 39,000 passengers (-7.9%) on its liner services on the routes Linz-Schloßeg–Linz and Linz-Wien-Linz.

Non-scheduled services were provided by 42 passenger vessels (including vessels primarily operated on liner services) with a total capacity of about 12,000 passenger places. DDSG Blue Danube carried 65,000 passengers (-20.7%) on non-scheduled services. Other operators of non-scheduled services included schiffArT linz~Donau with 13,000 passengers, Donau-Touristik (linz) with 9,557 passengers, Nostalgie Tours wachau (Krems) with 2,756 passengers and the MS Stadt Wien (Tulln) with 1,300 passengers carried. Finally, the Slovakian and Hungarian hydrofoils recorded 2,597 passengers travelling on non-scheduled services on the Austrian Danube in 2010. Other companies operating liner or non-scheduled services on the Austrian Danube have not provided their figures for the period under review. Due to a change in legislation, passenger transport data on the Danube in Austria ceased to be statistically recorded in 2003. The abovementioned figures for liner and non-scheduled services therefore also include estimates which are based on an average capacity utilisation of 40% for trips on passenger vessels.

As a general rule, weather-related closures of the Danube waterway are either the result of extensive ice formation or serious high water conditions. Extensive formation of ice may result from sustained temperatures well below freezing point. Ice impedes navigation mainly during the months of January and February. High water conditions are the result of snow melting rapidly or heavy rainfall and mostly occur at the beginning of spring or in midsummer. During these official weather-related closures, navigation on the Danube is prohibited.

In 2010, the Austrian section of the Danube waterway was open to navigation on 361 days or for 98.9% of the year. In this year, due to high water levels at the beginning of June, parts of the Austrian Danube had to be closed for a period of up to four days. However, 2010 did not witness any significant ice formation on the Danube. Using the long-term annual average from 1995 to 2010, the Austrian section of the Danube waterway was open to navigation on 98.2% of days, or on 359 days per year.

Low water events do not require the waterway to be closed to navigation. However, in such cases the utilisation of the waterway for freight transport is restricted in terms of efficiency. The relationship between the potential capacity utilisation of cargo vessels and the available fairway depths is described in greater detail in the following chapter «Fairway Conditions».

Transport to and from the west not only depends on the Austrian and German sections of the Danube waterway, but also relies heavily on the availability of the Main-Danube Canal, linking the Danube with the Main and Rhine. A closer examination reveals that the availability of this waterway link is not quite as good as that of the Danube waterway. Although there are normally no closures due to high water on the Main-Danube Canal, ice-related closures occur more often than on the Danube. In addition, maintenance and modification works are periodically undertaken which last for approximately two weeks and necessitate the closure of the canal.

In the first quarter of 2010, the Main-Danube Canal was closed to navigation for 35 days due to icing (from 26 January to 1 March). An analysis of the closures that occurred during the last 15 years shows an average annual availability of the Main-Danube Canal of 344 days or 94.2% of the year.
In 2010, the fairway conditions in the free-flowing stretches of the Austrian Danube (Wachau and east of Vienna) slightly exceeded the long-term statistical average. From March to September, fairway conditions were generally very good, whereby the water levels at the Wildungsmauer water gauge (the reference water gauge for the section east of Vienna) exceeded average water level (AWL) on nearly 50% of days.

As in 2009, the months of January and February were characterised by low water levels, however in 2010 the average daily water levels at Wildungsmauer exceeded those of 2009 by 2.4 dm. In 2010, water levels on the Danube were below low navigable water level (lNWL 96) on 16 days in these two months, compared to a total of 39 days in 2009.

The comparison of the generally low water levels of the Danube in the months of October to December in 2010 and 2009 reveals that the average daily water levels at the Wildungsmauer reference gauge were, on average, slightly above 220 cm in both years (2009: 222 cm; 2010: 225 cm).

Over the whole of 2010, the average monthly load factor of cargo vessels was 64.2%, which is significantly higher than in the previous years (2009: 60.0%; 2008: 61.3%). The load factors recorded for 2010 ranged from 56.7% in February to 70.5% in August. Data collected for 2010 relating to the average load factor for cargo vessels reflects the Danube’s low discharge in January and February as well as in October and November.

In 2010, the load factor ran to an average of slightly less than 59% (2009: 55%). With inland waterway transport, the available fairway depths determine the draught loaded of a vessel and hence the possible loading quantity. When loading their vessels, operators sometimes have to estimate fairway conditions for the individual sections of a river several days in advance before actually passing a critical section. This is done by assessing the development of water levels at so-called gauges of reference. The Wildungsmauer water gauge shown in the charts is the decisive indicator for the fairway conditions in the free-flowing stretch of the Austrian Danube between Vienna and Bratislava.

Fairway conditions and the load factor of vessels are directly related to each other. The general rule is that if relatively high draughts loaded are possible, the average load factor of vessels increases and vessel operators require fewer trips to transport the same volume of goods. These correlations become very clear when comparing the two charts for 2009 and 2010. Larger cargo volumes per vessel, or convoy, improves the ratio of freight revenues to costs, which in turn improves the competitive position of Danube navigation. This again makes navigation as a transport mode more attractive to the manufacturing industry and leads to an increase in the overall volume of goods carried on the Austrian Danube.
In 2010, a total of 11.1 million tons of goods were carried on the Austrian section of the Danube waterway, which has an overall length of 350.51 km. Total transport volumes in the individual segments ranged from 5.06 million tons in the Upper Austrian segment between the German-Austrian border and Linz, to 8.28 million tons in the free-flowing stretch downstream from Vienna to the Austro-Slovakian border. Because it has by far the largest water transhipment location on the Austrian Danube, the industrial port of the voestalpine steelworks, Linz stands out among other ports and transhipment sites for the quantity of transported goods. Statistics for imports reveal that voestalpine obtained 2.78 million tons of ores from Eastern Europe in 2010, mainly from the Ukraine (ports of Izmail and Reni) and Slovakia (port of Bratislava). The largest quantities imported from Western Europe were recorded at the ports of Linz (voestalpine and Linz AG) with 0.73 million tons and at the port of Enns with 0.44 million tons. The Danube section upstream from Linz to the Austro-German border therefore showed a significantly lower freight traffic density than the section downstream from Linz to the Austro-Slovakian border.

Exports were again dominated by the ports of Linz (voestalpine and Linz AG). 0.68 million tons were transported upstream and 0.26 million tons transported downstream from these ports, while 0.46 million tons of goods were transported from Vienna (Port Lobau) downstream.

With regard to transit transport, the comparison of transport flow by transport direction showed a ratio of 5.3:1 (upstream/downstream). In 2008 this ratio amounted to 3.6:1 and in 2009 it was 6.3:1. On the section from Linz to the Austro-German border, transit transport accounted for 54% of the overall transport volume (+1.1% over 2009).

The volume of transported goods per day for all cross sections amounted to 19,408 tons (+17.5% or +3,404 tons more than in 2009). In the most heavily used cross section of the free-flowing stretch east of Vienna, an average of 22,670 tons of goods were transported per day in 2010, which is equivalent to a full load of 907 lorries (25 net tons) or 567 railway wagons (40 net tons) or close to 30 block trains. Over the overall length of the Austrian section of the Danube, an average of 19,379 tons of goods were carried per kilometre in 2010 (+15.6% or +3,029 tons more than in 2009).

### Transport Intensity

#### 350 Kilometres Waterway

**More than 11 Million Tons of Goods**

<table>
<thead>
<tr>
<th>SEGMENT</th>
<th>Length km</th>
<th>Import (upstream)</th>
<th>Import (downstream)</th>
<th>Export (upstream)</th>
<th>Export (downstream)</th>
<th>Domestic (upstream)</th>
<th>Domestic (downstream)</th>
<th>Transit (upstream)</th>
<th>Transit (downstream)</th>
<th>Total (upstream)</th>
<th>Total (downstream)</th>
<th>Grand total</th>
</tr>
</thead>
<tbody>
<tr>
<td>De/AT border – Linz</td>
<td>94.51</td>
<td>91</td>
<td>1,429</td>
<td>807</td>
<td>0</td>
<td>0</td>
<td>2,293</td>
<td>434</td>
<td>3,201</td>
<td>1,857</td>
<td>5,058</td>
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</tr>
<tr>
<td>Linz – Enns</td>
<td>16.87</td>
<td>3,260</td>
<td>694</td>
<td>138</td>
<td>258</td>
<td>96</td>
<td>2,293</td>
<td>434</td>
<td>5,987</td>
<td>1,438</td>
<td>7,425</td>
<td></td>
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<tr>
<td>Enns – Krems</td>
<td>113.83</td>
<td>3,365</td>
<td>240</td>
<td>92</td>
<td>334</td>
<td>307</td>
<td>2,293</td>
<td>434</td>
<td>6,057</td>
<td>1,066</td>
<td>7,123</td>
<td></td>
</tr>
<tr>
<td>Krems – Pischelsdorf</td>
<td>26.30</td>
<td>3,534</td>
<td>111</td>
<td>67</td>
<td>354</td>
<td>300</td>
<td>8</td>
<td>2,293</td>
<td>6,134</td>
<td>937</td>
<td>7,123</td>
<td></td>
</tr>
<tr>
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<td>3,800</td>
<td>41</td>
<td>42</td>
<td>384</td>
<td>299</td>
<td>0</td>
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<tr>
<td>Kremsburg – Wien</td>
<td>23.64</td>
<td>4,474</td>
<td>40</td>
<td>37</td>
<td>384</td>
<td>302</td>
<td>0</td>
<td>2,293</td>
<td>7,106</td>
<td>858</td>
<td>7,964</td>
<td></td>
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<tr>
<td>Wien – AT/SK border</td>
<td>45.76</td>
<td>4,709</td>
<td>0</td>
<td>0</td>
<td>837</td>
<td>3</td>
<td>0</td>
<td>2,293</td>
<td>7,005</td>
<td>1,271</td>
<td>8,276</td>
<td></td>
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</tbody>
</table>

Transport volumes in 1,000 tons
Source: Statistics Austria; chart and table created by via donau
In 2010, a total of 99,267 vessel units were locked through upstream and downstream at the nine Austrian Danube locks (excluding the Jochenstein power station on the Austria-German border). 45,046 of these units were motor cargo vessels and motor tankers (+7.8% compared to 2009), 22,068 were pushers (-1.6%) and 32,153 were passenger vessels (+1.3%). 52,261 cargo and tank lighters or barges (+7.1%) were locked through as part of convoys.

Compared to 2009, the number of cargo vessel units that passed through the locks on the Austrian section of the Danube increased by 4.5%, while the number of locked-through passenger vessels rose by 1.3%. On average, this marks an increase of 3.5% in the total number of all locked-through vessel units in 2010. Freight traffic accounted for 67.6% (+0.7% over 2009) and passenger traffic for 32.4% (-0.7%) of the total vessel volume. The lower number of vessel movements in June can be attributed to the fact that individual stretches of the Austrian Danube waterway had to be closed to navigation for a period of up to four days due to high water at the beginning of the month. Freight transport traffic to and from the Main and Rhine was interrupted in February because of the ice-related closure of the Main-Danube Canal. In general, the volume of passenger transport is considerably lower during the winter months of November to March, particularly in January and February.

Over the whole of 2010, an average of 11,030 convoys and individual vessels passed through locks on the Austrian Danube (an increase of 369 vessel units compared to 2009). This amounts to 919 (+31) shipping movements per month and an average of almost 30 locked-through units per day per lock.

The highest shipping volume in 2010 was again recorded at the Freudenau lock in Vienna with 14,016 vessel units passing through (+4.7% over 2009), followed by the Greifenstein lock with 11,295 units (+4.6%). The lowest volume was again reported by the Aschach lock, the most westerly Danube lock in Austria, with 9,701 units (-0.7%).

As far as vessel configurations were concerned, freight transport passing through the Freudenau lock in 2010 showed a ratio of 47% to 53% between trips of individual vessels and convoys. The ratio for the overall size of the vessel units (number of cargo carrying units) was 30% to 70% (individual vessels to convoys).

The major part of the locked-through pushed convoys (pusher + lighters) were 2-unit convoys (70%); 18% of the pushed convoys included one lighter, 8% comprised four lighters and 4% consisted of 3 lighters. The figures for coupled formations (motor cargo vessel or motor tanker + lighters) show 88% travelled with one lighter, 8% with three lighters and 4% with two lighters.
Transport volumes in the Austrian Danube corridor have increased rapidly since the mid-1990s. In 2010, they exceeded 75 million tons, which is equivalent to a massive growth of 113% since 1995 (official data on road transport for 2010 is based on estimations by the Austrian Institute for Regional Studies and Spatial Planning and is still pending). Compared to the crisis year 2009, transport volume in the corridor in 2010 increased by 15.9% or 10.4 million tons but, with a total amount of 75.4 million tons, did not reach the volume of goods transported in 2008 which totalled 78.9 million tons.

The chart shows the cross-border transport volumes (net tons) for the three transport modes of rail, road and waterway in the Danube corridor according to traffic mode (import, export and transit) in 2010. A look at the figures for all transport modes reveals that the quantity of goods transported to and from the west was significantly higher than the volume of goods crossing the eastern border of Austria. At 57.4 million tons, the level of bilateral transport (western and eastern borders taken together) was still considerably higher than transit transport at 18.0 million tons. However, transit transport has increased massively over the past few years and today the volume is nearly 2.2 times higher than in 1995. Transit road transport has even increased by a factor of approximately 5.3.

Despite the dominance of road transport, Danube navigation constitutes an important mode of transport in the corridor. Its significance is particularly reflected in upstream transport volumes. In the import sector, Danube navigation showed a significant share of slightly more than a third of the modal split in 2010. In transit transport its share amounted to 23%, meaning that in this traffic direction inland navigation had almost the same share as road transport in import traffic and rail transport in transit traffic. Both at the eastern border and in transit transport the Danube accounted for a share of slightly less than a third of total transport volume. A decrease in the significance of waterway transport was only seen in the import and export of goods on the western border as well as in transit traffic downstream – here road transport clearly dominated with a share of more than 60%.
In 2009 and 2010, the European Commission, together with the 14 Danube countries, developed a strategy for the development of the Danube region under the direction of the Directorate General for Regional Policy headed by the Austrian Commissioner Dr. Johannes Hahn. The key element of the Danube Region Strategy is an Action Plan which proposes concrete measures in terms of transport, energy, environment and socio-economic framework conditions. Together with the Austrian Federal Ministry for Transport, Innovation and Technology, via donau has played an essential part in drawing up this Action Plan. Via donau has also been assigned the role of coordinator for Danube navigation in cooperation with the Romanian transport ministry. The implementation of the defined measures aims to make Danube navigation more attractive and hence provide the Austrian industry and economy with an even more efficient and low-cost transport route towards South-East Europe.

Within the sphere of transnational cooperation in the Danube region, several EU projects (co-funded in the South-East Europe Programme) in which via donau is involved yielded positive results in 2010. As part of the NewADA project, waterway administrations cooperate successfully to solve questions and problems concerning the waterway infrastructure on the river Danube, while the NELI project undertakes activities in the fields of education, training and knowledge transfer. In the wANDA project, strategies and concepts are devised regarding the collection and disposal of ship-borne waste. All these projects receive EU funding, are carried out together with partners from the Danube riparian countries and are an integral part of the Strategy for the Danube Region.

The European Commission has recently published a progress report on the implementation of the European Action Programme for Inland Waterway Transport (NAIADeS). In this report, the EC particularly emphasizes the vital role played by the PLATINA project (Platform for the Implementation of NAIADeS, coordinated by via donau) in shaping a European inland navigation policy. In 2010, for example, a European research agenda for inland navigation and a useful manual for the sustainable development of waterway infrastructure were published. The «Barge to Business» event was also organized as part of the PLATINA project. The attendance of more than 600 participants from the fields of economy, politics and other special interest groups was an impressive confirmation of the significant interest in issues relating to inland navigation.

In the area of River Information Services (RIS), the IRIS Europe II project continued the activities which it began in January 2009 concerning the geographical and functional extensions of RIS with the aim of increasing the efficiency and safety of transport on European waterways. Within this context several new services will enter the pilot phase in 2011. The project is set to run until the end of 2011.

**FURTHER INFORMATION**
- ec.europa.eu/regional_policy/cooperation/danube
- www.newada.eu
- www.neliproject.eu
- www.wandaproject.eu
- www.naiades.info
- www.bargeto-business.eu
- www.iris-europe.net
In 2010, further improvements were made within the framework of via donau’s Customer-Oriented Waterway Management (KWSM) project. The overriding aim of this project is to optimise waterway infrastructure management in order that the Danube may serve as an optimal waterway to shipping companies and entrepreneurs.

Additionally in 2010 via donau reached a new three-year framework agreement on maintenance dredging with the relevant companies. Via donau also started to develop an optimised dredging strategy which is planned for implementation in autumn 2011. The objective of this strategy is to provide shipping with the best possible fairway conditions in low-water periods. The shallow section reports published on the DoHIS website were extended with detailed graphical depth data available for download in PDF format for all critical fords and lateral accumulations of gravel (so-called «Haufer-ränder») in the free-flowing sections of the Austrian Danube. There are also instructions available on how to interpret the depth data plans offering a user-friendly explanation of the correct calculation of current fairway depths at a particular shallow section.

Shallow sections in the Danube are now measured more frequently so as to supply the navigation sector with depth data which is as current as possible. In November 2010, water depths in the entire Wachau section were measured for the first time with a newly acquired multi-beam bathymetric system. In the critical areas of the free-flowing sections the single-beam cross profiles are now measured at intervals of 25 metres as opposed to the former 50 metres. In 2010, information on the course of the fairway in the Austrian electronic navigational charts (the so-called Inland ENC) published by via donau was updated in cooperation with the Supreme Navigation Authority at the Austrian Federal Ministry for Transport, Innovation and Technology. Information on the new Traismauer road bridge (which reduces the fairway width from 150 to 120 metres), the new Freudenau railway bridge, the marinas and the Obermühl-Kolbling ferry was also integrated. Finally, information on the area supervised by the navigational surveillance bodies and radio transmission areas at locks obtained from waterway police data (provided by the Supreme Navigation Authority at the Austrian Federal Ministry for Transport, Innovation and Technology) were also integrated into via donau data.

Further information:
- www.doris.bmiv.gv.at/en/water_levels_low_sections
- www.doris.bmiv.gv.at/en/inland_encs

MODERN INFRASTRUCTURE MANAGEMENT
CUSTOMER-ORIENTED SERVICES

WATERWAY MANAGEMENT
CUSTOMER-ORIENTED SERVICES

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Further information:
- www.doris.bmiv.gv.at/en/water_levels_low_sections
- www.doris.bmiv.gv.at/en/inland_encs
In several river engineering projects via Donau is endeavouring to create near-natural riverbanks along the Danube.

Was water collection system at the Greifenstein lock.

Via Donau receives the energy globe award 2010 in the water category.

The principal aim of the Bad Deutsch-Altenburg pilot project east of Vienna, which is co-financed by the EU, is to achieve new insights into the field of ecologically-oriented river engineering. As part of this project, river engineering measures and structural engineering procedures will be tested and assessment procedures (monitoring) optimised. Furthermore, insights will also be acquired into the required approval and award procedures. For the first time, granulometric riverbed improvement will be implemented to counteract the current erosion of the Danube riverbed to the east of Vienna. In order to improve fairway conditions for navigation, low-water regulation will be optimised. Existing groynes will be lowered or removed and replaced with fewer structures with increased efficiency. On the right bank, stone reinforcements will be removed over a distance of more than one kilometre. On the left bank, bank structures will be lowered over a distance of more than 200 metres thereby enabling water to flow freely into the meadows and floodplains of the Danube-Auen at higher water levels. These structural measures will naturally entail temporary encroachment into the strictly protected Danube-Auen National Park. However, experience has shown that the long-term ecological improvements it will bring to the area far outweigh the short-term disruption caused during this one-off event. The protection of flora and fauna has been taken into consideration both during the planning phase and the execution of the construction work. Certain areas of the park deserving particular protection have been completely excluded from the project. The scheme is the sixth and so far most extensive pilot project within the Integrated River Engineering Project on the Danube to the east of Vienna. The preparations for it have largely been completed and implementation of the construction work is planned for the 2011/2012 low-water periods.

Between October 2006 and December 2010, new gravel formations were created in the Danube as part of the Wachau Riverbank Restructuring project. During this period more than 500,000 m³ of gravel from maintenance dredging was introduced. The volume of a gravel bank created under the Rührsdorf-Rossatz sidearm reconnection project had been significantly reduced as a result of serious floods in recent years. Gravel has now been redeposited to refill the structure in the form of a gravel bank with a bay area. The newly created extensive shallow water zones offer ideal breeding conditions for fish.

To facilitate the separation of waste in freight traffic, via donau has developed a set of uniform symbols and labelling to identify the containers for collecting recyclables and residual waste along the Austrian Danube. A guide available in five languages provides information on issues such as the correct separation of waste and the location of all waste acceptance facilities. This information is also available from a telephone hotline, on the internet and via the DORIS navigation information system. Via Donau was awarded the Energy Globe Award 2010 in the water category to honour the introduction of this waste separation system. This award is proof that the collection of 15 tons of ship’s waste per year is not only an efficient service for Danube vessels but also receives considerable recognition from outside the inland waterway transport sector.

Further Information
- www.donau.bmvit.gv.at/en
- www.donauauen.at
- www.doris.bmvit.gv.at/services/disposal_of_ship_wastes

AN INTEGRATED APPROACH
PROTECTING THE DANUBE HABITAT

Environment
Apart from enhancing the environmental performance of inland navigation, coming to grips with climate change within the framework of international research projects is an important concern for via donau. Climate change could possibly affect the Danube’s discharge regime and thus the waterway infrastructure, flood control system as well as the river’s ecosystem. Initial investigations concerning the Austrian section of the river indicate that climate change could well have a beneficial effect on inland navigation by favourably balancing the river’s discharge conditions throughout the year. However, no scientific findings have been made so far relating to the impact of climate change on extreme flooding incidents. Launched in 2010, the eCCONeT project is investigating the impact of climate change on inland navigation in Europe with the focus placed on the Rhine-Main-Danube corridor. The project involves both the evaluation of already existing research data and the carrying out of new meteorological, as well as hydrological calculations and trend analyses. Based on their results, appropriate adaptation measures are being investigated and identified in the fields of vessel operation, vessel technology, river engineering and methods for forecasting water conditions. The eweNT project, which began in 2009, is studying the consequences of extreme weather conditions for the EU’s transport system. Its objectives are to identify potential weather-related risks and consequences for the transport sector and estimate their cost effects. Measures for improved management of extreme weather events are being designed and courses of action recommended to decision-makers in the fields of commerce, infrastructure operations and politics.
According to accident statistics, inland navigation is by far the safest mode of inland transport. In the course of 2010, a mere 20 traffic accidents involving damage occurred on the Austrian section of the Danube. Of these, 15 cases involved cargo vessels and 10 involved passenger ships. While two people suffered slight injuries in one of these accidents, 2010 once again did not see any casualties on the Austrian part of the river. When split into accident types, 9 accidents were vessel collisions and the remaining 11 accidents involved damage to river bank, facilities or vessels running aground.

With the aim of making a significant contribution to the modernisation of the existing inland waterway fleet thus raising transport safety on the European waterways, via donau submitted the Move IT! project (Modernisation of Vessels for Inland Waterway Freight Transport) to the EU’s Seventh Framework Programme for Research and was subsequently granted approval for its realisation. The project focuses, amongst other things, on the adaptation of existing inland vessels to the requirements of dangerous goods transport (as stipulated in the ADN – European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways). The project also focuses on improving inland waterway transport in terms of energy efficiency, environmental friendliness, the use of alternative fuels to diesel and the opening up of new markets. The project will commence in 2012 and run for a duration of three years.

In the course of enhancing existing River Information Services, via donau has striven to further increase waterway transport safety by continuing its 2009 activities and carrying on the IRIS Europe II project which is co-funded by the EU. As part of this project, via donau has already carried out several studies on topics such as the use of more cost-efficient ship compasses for the exact determination of a vessel’s orientation, along with preparation for the pilot operation phases for improvements to the current accident reporting system and the specification of safety-related information via the AIS infrastructure.

In addition, via donau is participating in several national and European projects focusing on the development of safety-related features in navigation systems as well as the examination of already implemented safety functions. Such projects include a concept study for a navigation support system that will help ship’s crews when navigating in critical sections of a waterway (NARWAT) as well as the conception of a system for collision avoidance using 3D modelling of vessel dimensions and risk zones (ARIADNA). Using innovative technology, both systems are designed to facilitate the safe and efficient handling of typical navigation situations on inland waterways.
via donau furnishes businesses with all the necessary basic information and the right contacts for transporting goods on the Danube and in doing so serves as a neutral one-stop services provider. As in previous years, this offer was keenly taken up by manufacturing industries, logistics service providers and other clients. In 2010, via donau recorded more than 300 enquiries regarding the issue of inland waterway logistics, with half of the consulting services being provided to Austrian enterprises.

In 2010, via donau and the special interest group for Austrian public ports (Interessensgemeinschaft Öffentlicher Donauhäfen Österreich – IgÖD) initiated a joint lobbying paper aimed at promoting business setups on the Austrian Danube. The guidelines contained in this paper are directed at policymakers and planning officials from politics and administration, inviting them to jointly participate in the further development of the Austrian Danube ports into multimodal logistics centres.

The programme for promoting intermodal transport on the Danube constitutes an important measure for the financial support of innovative services on the Austrian section of the Danube. The programme will run until 2013 and can be taken advantage of by all companies based in Austria. Applications must be submitted to the Federal Ministry for Transport, Innovation and Technology with information on the programme being provided by via donau.

At the initiative of via donau, the annual Marco Polo Conference in 2010 was held for the first time in a European land-locked country on the Danube. More than 180 experts from the transport and logistics sectors gathered to obtain information on the EU’s funding programmes. This biannual Danube Summit introduced a new, innovative feature: Danube River Dating which acts as a new platform for initiating business transactions on the Danube. Brief meeting sessions planned in advance provide a good opportunity to meet several potential customers in one place.

The provision of knowledge on the system of Danube navigation and intermodality to future decision-makers from the sphere of commerce is an essential aspect of educational and training activities. Since the summer of 2010, the multimedia e-learning platform INeS Danube has been available online free of charge in German, English and Romanian. In the field of River Information Services (RIS), the RISING project, which is co-funded by the EU, investigates which services could be of commercial use to key players in the transport and logistics sectors. In the project year 2010, a large number of RIS-based transport logistics services were specified by companies and experts and successfully tested using demonstrators for implementation in 2011.